

# Southwest Regional Development Commission

## Public Meeting Questions and Answers

The Southwest Regional Development Commission (SRDC) held its annual Area Transportation Improvement Program (ATIP) public information meeting as part of a regular Transportation Advisory Committee (TAC) meeting on March 29, 2016. The meeting is intended to share the draft ATIP, or program of projects for MnDOT and local projects with federal aid for fiscal years 2017 through 2020 and answer any questions the public, stakeholders or partners may have. The Southwest RDC's geographic area lies within two MnDOT Districts—District 7, with headquarters in Mankato and District 8, with headquarters in Willmar. The following are a list of questions asked during the public information meeting along with responses from MnDOT—some responses given at the meeting and others were researched and given after the meeting. All questions and responses below pertain to MnDOT District 8.

### Questions and Responses

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**Question:** In regards to the 2017 highway 30 project from Lake Wilson to Slayton, is the sidewalk work being done in just Slayton, or is Lake Wilson included as well? Is any part of the Casey Jones Trail included with the project?

*Response: Sidewalks and curb ramps are being addressed in both Lake Wilson and Slayton. The details of what's planned for the sidewalk and curb ramps are outlined below. MnDOT is not aware of any portion of the Casey Jones Trail that intersects this project.*

*Lake Wilson:*

- 1. West end of town Approx. Sta. 928+00 to Elizabeth Ave.**
  - a. North - replace the entire walk (approx. 350'); replace 1 entrance, also remove extra walk width and not replace it and shorten walk to approx. Sta. 928+25 and place new Parallel.*
  - b. South - replace the entire walk (approx. 350'); replace 3 entrances, also remove extra walk width and not replace it and shorten walk to approx. Sta. 928+25 and place new Parallel.*
- 2. Elizabeth Ave. to College Ave. /TH 91.**
  - a. North - replace the entire walk (approx. 380'); replace 2 entrances, also match walk into existing stairs with landings.*
  - b. South - replace the entire walk (approx. 380'); replace 3 entrances.*
- 3. College Ave. /TH 91 to Esther Ave.**
  - a. North - replace the entire walk (approx. 380'); replace 2 entrances, also match walk into existing stairs with landings.*
  - b. South - replace the entire walk (approx. 380'); replace 1 entrance which could be possibly closed, also match walk into existing stairs with landings.*
- 4. Esther Ave. to Normal Ave.**
  - a. North - replace the entire walk (approx. 400'); replace 2 entrances, also match walk into existing stairs with landings.*

- b. South – replace the entire walk (approx. 400’); replace 3 entrances, also match walk into existing stairs with landings.
- 5. **With sidewalk back of curb design a 12.5’ ramp (4.0% w/B6 curb) going in and out of the entrances.**
- 6. **The city of Lake Wilson has also requested to have Concrete flares when possible.**

*Slayton:*

- 1. **Murray Ave. to Ironwood Ave.**
  - a. North - replace the entire walk (approx. 725’); replace 7 entrances.
  - b. South - replace the entire walk (approx. 725’); replace 8 entrances.
- 2. **Ironwood Ave. to Juniper Ave.**
  - a. North - replace the entire walk (approx. 300’); replace 2 entrances.
- 3. **Juniper Ave. to King Ave.**
  - a. North - replace the entire walk (approx. 300’); replace 2 entrances.
  - b. South - replace the entire walk (approx. 300’); replace 3 entrances.
- 4. **King Ave. to Broadway Ave.**
  - a. North - replace the entire walk (approx. 300’); replace 3 entrances.
  - b. South - replace the entire walk (approx. 300’); replace 1 entrances.
- 5. **Broadway Ave. to Maple Ave.**
  - a. North - replace the entire walk (approx. 300’); replace 6 entrances.
  - c. South - replace the entire walk (approx. 300’); replace 6 entrances, check with city to see if they want to extend walk to TH 30 from the south along Broadway.
- 6. **Maple Ave. To Norwood Ave.**
  - a. South - replace 1 entrance.
- 7. **The city of Slayton has also requested to have Concrete flares.**

**Question:** There was a comment to correct the description of the local Murray County 2020 project on the project map.

*Response: We will make sure to make that correction.*

**Question:** After presentation of the 2020 highway 19 project from Marshall to MN highway 67, there was discussion of the rapid deterioration this section of highway is facing. The group asked if there was any way to move this project up. Additionally, it was mentioned that there are snow trap issues between the Vesta curve and Vesta, the question raised was if the project would be addressing the snow trap issues?

*Response: Since this meeting, the District was able to move the highway 19 project from Marshall to MN highway 67 up one year to 2019. We will continue to monitor this segment of roadway. If additional funds become available and the project development process can be expedited, we will consider this as a priority to move forward. Regarding the snow trap issues, District maintenance staff is well aware of the issue. In order to improve the blowing snow issue, right-of way would need to be purchased; funds to purchase right-of-way are not within the scope or budget of this project. MnDOT has, in the past, tried to work with local farmers to*

*participate in a program to leave crops in place to create a living snow fence. That program has not always been successful in garnering willing farmer participants. If SRCD TAC members know local farmers in this area, please refer them to Craig Gertsema, District 8 Maintenance Superintendent: 507-537-2059 or [craig.gertsema@state.mn.us](mailto:craig.gertsema@state.mn.us), to discuss different options for participation in [living snow fence programs](#).*

**Question:** There was discussion related to the poor condition of MN highway 23 between Cottonwood and Granite Falls.

*Response: Group discussion. District 8 is aware of the poor pavement through this segment of highway 23; we plan to address this issue with the project in 2020.*

**Question:** Related to the bridge project south of Sanborne, is this the railroad bridge? If so, that bridge is very bad for snow traps.

*Response: It is not the railroad bridge. The project is to replace the Cottonwood River crossing bridge south of the railroad bridge.*

**Question:** Is the Marshall TED project, to install turn lanes at MN highway 68 and Michigan Road in the draft ATIP?

*Response: It will be included in the draft ATIP, we had not gotten all the information needed from specialty offices for the first draft of the ATIP. You will now see this project in FY 2017.*

**Question:** MN highway 19 in Marshall from Bruce Street to 4<sup>th</sup> Street needs to be addressed and back on the list.

*Response: This project is included in our 10-Year Capital Highway Investment Plan (CHIP) for 2025.*

**Question:** The SRDC recommends to the ATP that the ATIPs be adjusted to bring the transit system vehicle fleets into compliance with the state of good repair by:

1. Adding the vehicles that the ATP was unable to fund, as identified in the Transit System 10-Year Plans, approved by the Office of Transit;
2. List the funding source as the Office of Transit;
3. Keep both Transit and the ATP table and the prioritization process at the ATP; and
4. Keep the vehicles listed within each ATP area of the ATIP and STIP so the replacement needs are transparent to the ATP and public process.

*Response: We will work with our transit manager and Office of Transit to incorporate these recommendations.*